FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2010-20

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2010-01			
2009-26-05		Pilatus Aircraft Ltd	PC-7
2009-26-07	S 2009-12-51	Turbomeca	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
2009-26-08	S 2006-21-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2009-26-12	S 2008-19-05	Engine Components, Inc. (ECi)	See AD
Biweekly 2010-02			
2009-21-08 R1		PIAGGIO AERO INDUSTRIES S.p.A.	P-180
2010-01-03		Fire Fighting Enterprises Limited	See AD
2010-02-01		Turbomeca S.A	Arriel 1B, 1D, and 1D1
2010-02-51	E	AGUSTA S.p.A	A109A, A109A II, A109C, and A109K2
Biweekly 2010-03			
2009-19-51		Agusta S.p.A	AB139 and AW139
2009-26-11	S 2006-07-15	Thrush Aircraft, Inc.	See AD
2010-02-07		Eurocopter France	Rotorcraft: SE3160, SA315B, SA316B, SA316C, and SA319B
2010-02-08		Turbomeca	Engine: Turmo IV A and IV C
2010-03-01		Eurocopter France	Rotorcraft: AS332L1, AS332L2, and EC225LP
2010-03-02		Lifesaving Systems Corp.	Appliance
Biweekly 2010-04			
2009-23-51		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2010-03-03		Bell Helicopter Textron, Inc	Rotorcraft: 205B and 212
2010-03-04		PIAGGIO AERO INDUSTRIES S.p.A	P-180
2010-03-06		Turbomeca	Engine: Arriel 2B and 2B1
2010-03-09		Piaggio Aero Industries S.p.A	P-180
Biweekly 2010-05			
2010-04-05	S 2003-12-05	McCauley Propeller Systems	Propeller: 1A103/TCM
2010-04-06		Thielert Aircraft Engines GmbH	Engine: TAE 125-01
2010-04-07		Turbomeca	Engine: Arriel 2S1
2010-04-11		Extra Flugzeugproduktions- und Vertriebs- GmbH	EA-300/200, EA-300/L
2010-04-14		Augustair, Inc	2150, 2150ª, 2180
2010-04-15		SCHEIBE-Flugzeugbau GmbH	Glider: SF 25C
2010-04-16		SICLI	Appliance: portable fire extinguishers
2010-05-02	S 2009-08-10	Pilatus Aircraft Ltd	PC-12/47E
2010-05-51	E	Eurocopter	Rotorcraft: EC120B
Biweekly 2010-06			
2010-05-10		Hawker Beechcraft	B300, B300C
2010-06-02		Hawker Beechcraft	G58

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2010-07

2010-06-03		Eurocopter France	Rotorcraft: AS355E, AS355F, AS355F1, AS355F2, and AS355N
2010-06-06	S 99-16-13	MD Helicopters, Inc	Rotorcraft: MD-900
2010-06-07		Eurocopter France	Rotorcraft: AS 332 C, L, L1, and L2; AS 350 B3; AS355 F, F1, F2, and N; SA 365N and N1; AS 365 N2 and N3; SA 366G1; EC 130 B4; and EC 155B and B1
2010-06-08		Sikorsky Aircraft Corporation	Rotorcraft: S-76C
2010-06-11		Honeywell International Inc.	Engine: TFE731-2, TFE731-2A, TFE731-2C, TFE731-3, TFE731-3A, TFE731-3AR, TFE731-3B, TFE731-3BR, TFE731-3C, TFE731-3CR, TFE731-3D, TFE731-3DR, TFE731-3R, TFE731-4, TFE731-4R, TFE731-5, TFE731-5AR, TFE731-5BR, and TFE731-5R
2010-06-12		Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99

Biweekly 2010-08

2009-08-08 R1	R 2010-08-08	Turbomeca S.A	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B and 2B1
2010-07-02	S 2006-22-05	Honeywell, Inc	Appliance: See AD
2010-07-07		Socata	TBM 700
2010-07-08		Kelly Aerospace Energy Systems, LLC	Appliance: See AD
2010-08-01		Aircraft Industries a.s	Glider: L 23 Super Blanik

Biweekly 2010-09

2009-08-05R1	R	Liberty Aerospace Incorporated	XL-2
2010-08-04	2007-10-14	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2010-09-08		General Electric Company	Engine: GE CJ610 series turbojet and CF700

Biweekly 2010-10

2010-05-51	FR	Eurocopter France	Rotorcraft: EC120B
2010-09-01		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D and D1; and AS 355E, F, F1, F2, N, and NP
2010-09-02		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2010-09-04		Honeywell International Inc	Appliance: Primus EPIC and Primus APEX flight management systems (FMS)
2010-09-09		Piaggio Aero Industries S.p.A.	P-180
2010-09-13		Turbomeca	Engine: Makila 2A
2010-10-01	S 2009-05-01	GA 8 Airvan (Pty) Ltd	Glider: GA8 and GA8-TC320

Biweekly 2010-11

2010-10-02		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, B, and C
2010-10-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2010-10-09	S 2008-07-01	Turbomeca	Engine: 1B (that incorporate Turbomeca Modification (mod) TU 148), Arriel 1D, 1D1, and 1S1
2010-10-10		Hawker Beechcraft	390
2010-10-14		Eurocopter France	Rotorcraft: AS332L2
2010-10-15		Eurocopter France	Rotorcraft: AS332L1 and AS332L2
2010-11-51	E	Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N
2010-11-52	E	Sikorsky Aircraft	Rotorcraft: S-76A, B, and C

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2010-12

2007-19-09 R1	R	Turbomeca	Engine: ARRIEL 2B1
2010-10-16		Bell Helicopter Textron and Augusta S.P.A.	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-04	S 2009-24-52	Teledyne Continental Motors	Engine: 240, 346, 360, 470, 520, and 550 and IO-240
2010-11-05		AVOX Systems and B/E Aerospace	See AD
2010-11-06	S 97-11-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2010-11-07		Quartz Mountain Aerospace, Inc	11E
2010-11-08	S 2008-11-20	Stemme GmbH & Co. KG	S10-VT
2010-11-10		Turbomeca:	Engine: Astazou XIV B and XIV H
2010-11-15		Socata	TBM 700
2010-12-51	E	Agusta S.p.A.	Rotorcraft: A119 and AW119 MKII

Biweekly 2010-13

2010-10-12	S 2005-04-09	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, 430
2010-10-16		Bell Helicopter Textron and Agusta S.P.A	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-09		Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99
2010-12-01	S 2009-24-13	Cessna Aircraft Company	525A
2010-12-02		Turbomeca S.A.	Engine: Makila 1A and 1A1
2010-12-04		PILATUS Aircraft Ltd	PC-7
2010-13-01		Microturbo	Appliance: See AD

Biweekly 2010-14

2010-13-07		Piper Aircraft	PA-32R-301T, PA046-350P
2010-13-08	S 2006-08-09	Air Tractor	AT-802 and AT-802A
2010-13-10		Ontic Engineering and Manufacturing, Inc	Appliance: See AD

Biweekly 2010-15

2010-14-12		See AD	Rotorcraft: AH-1G, AH-1S, HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P Helicopters; and Southwest Florida Aviation Model UH-1B (SW204 and SW204HP) and UH-1H (SW205)
2010-14-15		Aircraft Industries a.s.	Glider: L-13 Blanik
2010-14-20		McCauley Propeller Systems	Propeller: 4HFR34C653/L106FA
2010-14-21		Thielert Aircraft Engines GmbH	Engine: TAE 125-01
2010-15-51	E	Agusta S.p.A.	A119 and AW119 MKII

Biweekly 2010-16

2010-13-07	COR	Piper	PA-32R-301T, PA-46-350P
2010-15-04		Eurocopter France	Rotorcraft: EC225LP
2010-15-05	S 2010-08-01	Aircraft Industries a.s	Glider: L 23 Super Blanik
2010-15-07		Zakład Szybowcowy "Jeżów" Henryk Mynarski	Sailplanes: PW-6U
2010-15-09	S 2009-23-11	Embraer	EMB-500
2010-15-10		Piper	See AD
2010-16-51	E	Eurocopter France	Rotorcraft: SA330J

Biweekly 2010-17

2010-15-03		Eurocopter France	Rotorcraft: EC 130 B4
2010-15-06		Grob-Werke GmbH	Glider: G102 ASTIR CS and G102 STANDARD ASTIR III
2010-16-08		Schweizer Aircraft Corp	Rotorcraft: 269D

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2010-18			
2010-11-51	FR	Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N
2010-15-03		Eurocopter France	Rotorcraft: EC 130 B4
2010-15-06		GROB-WERKE GMBH & CO KG	Glider: G102 ASTIR CS and G102 STANDARD ASTIR III
2010-15-51		Agusta S.p.A	Rotorcraft: A119 and AW119 MKII
2010-16-08		Schweizer Aircraft Corporation	Rotorcraft: 269D
2010-17-06		Pratt & Whitney Canada Corp	Engine: PW615F
2010-17-08		Various Aircraft	See AD
2010-17-09		Pilatus Aircraft Ltd	PC-12/47E
2010-17-15		Hawker Beechcraft	390
2010-17-18	S 2010-13-08	Air Tractor	AT-802 and AT-802A
2010-18-02		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99
2010-18-05	S 2010-14-15	Aircraft Industries a.s.	Glider: L-13 Blanik
2010-18-06	S 2005-22-02	GA 8 AIRVAN (PTY)	GA8 and GA8-TC320
2010-18-51	E	MD HELICOPTERS, INC	Rotorcraft: MD900
2010-18-52	E, S 2010-18-51	MD Helicopters, Inc.	MD900
Biweekly 2010-19			
2010-10-01 R1		GA 8 Airvan	GA8, GA8-TC320
2010-11-09	COR	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99
2010-12-51	FR	Agusta S.p.A	Rotorcraft: A119 and AW119 MKII
2010-16-51	FR	Eurocopter France	Rotorcraft: SA330J
2010-18-12	COR	Robert E. Rust, Jr.	DeHavilland DH.C1 Chipmunk 21, DH.C1 Chipmunk 22, and DH.C1 Chipmunk 22A
2010-18-14		Bombardier-Rotax GmbH	Engine: 912 F series and 912 S
2010-19-51	E	Bell Helicoter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, and 430
Biweekly 2010-20			
2010-17-16		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, S-76B, and S-76C
2010-18-12	COR	Robert E. Rust, Jr.	DeHavilland DH.C1 Chipmunk 21, DH.C1 Chipmunk 22, and DH.C1 Chipmunk 22A
2010-19-05		Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, AS 365 N3, EC 155B, and EC155B1
2010-19-06		Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and 1S1
2010-20-01		GROB-WERKE	G120A

2010-17-16 Sikorsky Aircraft Corporation: Amendment 39-16408; Docket No. FAA-2008-0609; Directorate Identifier 2008-SW-24-AD.

Applicability: Model S-76A, S-76B, and S-76C helicopters, with serial numbers 76005 through 760578, inclusive, and serial number 762976, with any of the following part-numbered vertical stabilizer aft spar assemblies having 1,000 or more hours time-in-service (TIS) installed, certificated in any category.

Helicopter model	Vertical stabilizer aft spar assembly part number
S–76A	76201–05002–114
	76201–05002–115
S–76B and S–76C	76201–05002–047
	76201–05002–048
	76201–25002–041
	76201–25002–044
	76201–25002–045
	76201–25002–046

Compliance: Required as indicated.

To detect and correct an unbalanced or out-of-track tail rotor, which could lead to increased vibrations, a fatigue crack, loss of a portion of the vertical stabilizer, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 30 days, unless accomplished previously, and thereafter at intervals not to exceed 50 hours TIS, inspect the vertical stabilizer aft spar assembly (aft spar assembly) for a crack, a loose or working fastener, or corrosion in accordance with the Accomplishment Instructions, paragraph 3.A., in Sikorsky Alert Service Bulletin (ASB) No. 76-55-20A, Revision A, dated November 11, 2003 (No. 76-55-20A). For purposes of this AD, ASB No. 76-55-20A is applicable to Model S-76B helicopters as well as Model S-76A and S-76C helicopters.

(1) If a crack, a loose or working fastener, or corrosion is found in the aft spar assembly, before further flight:

(i) Repair or replace any unairworthy parts and

(ii) Inspect the vertical stabilizer forward spar assembly (forward spar assembly) for a crack, a loose or working fastener, or corrosion in accordance with the Accomplishment Instructions, paragraph 3.B., in ASB No. 76-55-20A. Contacting the manufacturer is not required by this AD.

(2) If a crack, a loose or working fastener, or corrosion is found in the forward spar assembly, repair in accordance with the applicable maintenance manual or replace with airworthy parts before further flight.

(b) Within 30 days, unless accomplished previously, and thereafter at intervals not to exceed 200 hours TIS, track-and-balance the tail rotor in accordance with the Accomplishment Instructions, paragraph 3.A., in ASB No. 76-65-58A, Revision A, dated November 11, 2003.

Note 1: Although the ASB specifies only an initial inspection of the aft spar assembly and a track and balance of the tail rotor, this AD requires inspecting the aft spar assembly and track-and-balancing the tail rotor repetitively.

Note 2: The track-and-balancing of the tail rotor that is required by paragraph (b) of this AD involves both a pilot and mechanic. The pilot's function is to operate the helicopter to a "light on wheels" state–almost to the point of takeoff. The mechanic is needed to accomplish the vibration measurements.

(c) On or before December 31, 2010, install a vertical stabilizer modification kit, part number 76070-20562-011, 76070-20563-011, or 76070-20564-011. Installing the vertical stabilizer modification kit is terminating action for the requirements of this AD.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Boston Aircraft Certification Office, Engine and Propeller Directorate, ATTN: Nicholas Faust, Aviation Safety Engineer, FAA, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7763, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

(e) The Joint Aircraft System/Component (JASC) Code 5530 is: Vertical Stabilizer.

(f) The inspections and track-and-balance shall be done in accordance with the specified portions of Sikorsky Alert Service Bulletin No. 76-55-20A, Revision A, dated November 11, 2003, and Sikorsky Alert Service Bulletin No. 76-65-58A, Revision A, dated November 11, 2003. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, Connecticut 06614, phone (203) 383-4866, e-mail address tsslibrary@sikorsky.com. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(g) This amendment becomes effective on October 18, 2010.

Issued in Fort Worth, Texas, on August 12, 2010.
Mark R. Schilling,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.

CORRECTION: [*Federal Register: September 23, 2010 (Volume 75, Number 184)]; Page 57846; www.access.gpo.gov/su_docs/aces/aces140.html*]

2010-18-12 Robert E. Rust, Jr.: Amendment 39-16426; Docket No. FAA-2010-0632; Directorate Identifier 2010-CE-025-AD.

Effective Date

(a) This AD becomes effective on October 7, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Models DeHavilland DH.C1 Chipmunk 21, DH.C1 Chipmunk 22, and DH.C1 Chipmunk 22A airplanes, all serial numbers, that are certificated in any category.

Note: These airplanes are also identified as CHIPMUNK 22A, CHIPMUNK DHC-1T10, CHIPMUNK T.10 MK-22, DH.C1 MK22A, DHC-1, DHC-1 CHIPMUNK, DHC-1 CHIPMUNK 22, DHC-1 SERIES 22, or DHC-1 T.MK. 10.

Subject

(d) Air Transport Association of America (ATA) Code 27: Flight Controls.

Unsafe Condition

(e) This AD results from a report of a latch plate supplied under part number (P/N) C1-CF-1489 failing in service. The part in question was not manufactured to the applicable de Havilland drawing. The unapproved latch plate was made of a shaft that was pressed into a plate, rather than being machined from bar material as one piece. The shaft and plate on the unapproved part can become separated or bent, resulting in rapid wear and failure of the part. This condition, if not corrected, could result in an un-commanded retraction of the flaps. This failure could lead to a stall during a landing approach.

Compliance

(f) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect the flap operating system to identify the P/N of the latch plate installed. If latch plate P/N C1-CF-1489 is installed, inspect the latch plate to determine if it is in compliance with the design standard. An unapproved latch plate P/N C1-CF-1489 is made from two pieces pressed together while one that complies with the design standard is machined in one piece from bar material.	Within 50 hours time-in-service (TIS) after October 7, 2010 (the effective date of this AD) or within 90 days after October 7, 2010 (the effective date of this AD), whichever occurs first.	Follow de Havilland Support Limited Technical News Sheet (TNS) CT(C1) No 208 Issue 1, dated January 30, 2009.
(2) If during the inspection required in paragraph (f)(1) of this AD an unapproved latch plate P/N C1-CF-1489 is found, replace the latch plate with a latch plate that complies with the design standard. The following U.S. standard hardware may be substituted for the hardware specified in the service information: (i) 1/16” diameter cotter pin that is P/N MS24665-153 (or equivalent) in place of split pin P/N SP90/C; and (ii) Washer that is P/N MS15795-806B (or equivalent) in place of washer P/N SP13/B.	Before further flight after the inspection where the unapproved latch plate P/N C1-CF-1849 was found.	Follow de Havilland Support Limited TNS CT(C1) No 208 Issue 1, dated January 30, 2009.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Carey O'Kelley, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5543; fax: (404) 474-5606. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(h) You must use de Havilland Support Limited TNS CT(C1) No 208 Issue 1, dated January 30, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact de Havilland Support Limited, Duxford Airfield, Cambridgeshire, CB22 4QR, England, phone: +44 (0) 1223 830090; fax: +44 (0) 1223 830085; e-mail: info@dhsupport.com; Internet: http://www.dhsupport.com/.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on August 25, 2010.

John R. Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

2010-19-05 Eurocopter France: Amendment 39-16433 ; Docket No. FAA-2010-0426; Directorate Identifier 2009-SW-34-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective on October 27, 2010.

Other Affected ADs

(b) None.

Applicability

(c) This AD applies to Model SA-365N1, AS-365N2, AS 365 N3, EC 155B, and EC155B1 helicopters, with a fenestron tail rotor blade (blade), part number 365A12-0060-01 or 365A12-0070-00, installed, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD reports the separation and loss of a stainless steel ring (75 mm in diameter) from a blade sleeve resulting in severe, high-frequency vibrations, which can lead to damage to the fenestron blades, loss of yaw control, and subsequent loss of control of the helicopter.

Actions and Compliance

(e) Required as indicated:

(1) For the Model SA-365N1, AS-365N2, and AS 365 N3 helicopters, within 50 hours time-in-service (TIS), unless done previously, and thereafter at intervals not to exceed 10 hours TIS, inspect each blade of the fenestron tail rotor to determine whether there has been any outward slippage (toward the shroud) of the stainless steel ring that is around the sleeve of each blade where the blade enters the fenestron hub as depicted in Appendix 1 and by following the Accomplishment Instructions, paragraph 2.B.1., of Eurocopter Alert Service Bulletin No. 05.00.49, dated March 1, 2006.

(2) For the Model EC 155B or B1 helicopters, within 50 hours time-in-service (TIS), unless done previously, and thereafter at intervals not to exceed 15 hours TIS, inspect each blade of the fenestron tail rotor to determine whether there has been any outward slippage (toward the shroud) of the stainless steel ring that is around the sleeve of each blade where the blade enters the fenestron hub as depicted in Appendix 1 and by following paragraph 2.B.1., of Eurocopter Alert Service Bulletin No. 05A011, dated March 1, 2006.

(3) If the stainless steel ring has slipped outward, before further flight, replace the blade with an airworthy blade.

Differences Between This AD and the MCAI AD

(f) We refer to flying hours as hours time-in-service. Also, we use "inspect" rather than "check" to describe the action to be taken in the AD. We use a different initial compliance time.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Rotorcraft Directorate, Safety Management Group, Attn: DOT/FAA Southwest Region, Gary Roach, ASW-111, Aviation Safety Engineer, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) European Aviation Safety Agency MCAI Airworthiness Directive No. 2006-0099, dated April 24, 2006, contains related information.

Joint Aircraft System/Component (JASC) Code

(i) The JASC Code is 6400: Tail Rotor.

Material Incorporated by Reference

(j) You must use the specified portions of Eurocopter Alert Service Bulletins No. 05A011 and No. 05.00.49, both dated March 1, 2006, to do the actions required.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at http://www.eurocopter.com.

(3) You may review copies at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Fort Worth, Texas 76137; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Fort Worth, Texas, on September 3, 2010.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2010-19-06 Turbomeca: Amendment 39-16434.; Docket No. FAA-2010-0710; Directorate Identifier 2010-NE-26-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 6, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and 1S1 turboshaft engines that have incorporated Modification TU347. These engines are installed on, but not limited to, Eurocopter AS350 series, AS365 and SA365 series, Sikorsky S-76A series and S-76C series helicopters.

Reason

(d) Metallurgical non-conformities have been found when performing quality inspections during production of Arriel 1 gas generator (GG) second stage turbine discs introduced by Turbomeca Modification TU347 (P/N 0 292 25 040 0). Analysis has concluded that the approved life limit of the post-TU347 GG second stage turbine disc needs to be reduced to 2,500 GG cycles.

We are issuing this AD to prevent failure of the gas generator second stage turbine disc which could result in the release of high energy debris and damage to the helicopter.

Actions and Compliance

(e) Unless already done, do the following:

(1) For gas generator second stage turbine discs, part number (P/N) 0 292 25 040 0 that do not have the "CFR" marking, remove from service before exceeding 2,500 cycles-in-service (CIS) since-new or within 20 CIS from the effective date of this AD, whichever occurs later.

(2) For gas generator second stage turbine discs, P/N 0 292 25 040 0 that have the "CFR" marking, remove from service before exceeding 3,500 CIS since-new.

Gas Generator Second Stage Turbine Installation Prohibition

(3) After the effective date of this AD, for gas generator second stage turbine discs, P/N 0 292 25 040 0 that do not have the "CFR" marking, and have 2,500 or more CIS since-new, do not install into any engine.

(4) After the effective date of this AD, for gas generator second stage turbine discs, P/N 0 292 25 040 0 that have the "CFR" marking, and have 3,500 or more CIS since-new, do not install into any engine.

FAA AD Differences

(f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and/or service information as follows:

(1) European Aviation Safety Agency (EASA) AD 2010-0101R1, dated August 4, 2010, requires second stage turbine discs with fewer than 2,500 CIS to be removed upon accumulating 2,500 CIS.

(2) EASA AD 2010-0101R1, dated August 4, 2010, requires revising the approved aircraft maintenance program to reflect the new reduced life limit of 2,500 CIS.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Refer to EASA AD 2010-0101R1, dated August 4, 2010, and Turbomeca Alert Mandatory Service Bulletin No. A292 72 0831, Version B, dated July 7, 2010, for related information. Contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for a copy of this service information.

(i) Contact Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: richard.woldan@faa.gov; telephone (781) 238-7136; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) None.

Issued in Burlington, Massachusetts, on September 10, 2010.
Francis A. Favara,
Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

2010-20-01 GROB-WERKE: Amendment 39-16435; Docket No. FAA-2010-0926; Directorate Identifier 2010-CE-024-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 12, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model G120A airplanes, all serial numbers, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 57: Wings.

Reason

(e) GROB Aircraft AG has been informed that flap ribs P/N 120A-1053 and 120A-1054 have been found cracked during regular maintenance. Structural failure of the ribs may cause failure of the middle flap support which may lead to flap asymmetry due to excessive flap deformation and ultimately could result in reducing the controllability of the aeroplane.

Pending further investigation on the root source for the cracks, including review of the original proofs of compliance, temporary limitations for flap operations established until terminating action development.

EASA AD 2010-0065-E required a repetitive inspection of the RH and LH flap ribs. EASA AD 2010-0065-E is superseded as a terminating action has been developed by Grob Aircraft AG.

This AD, which supersedes EASA AD 2010-0065-E retaining its requirements, additionally requires accomplishment of repair N° 1121-017 and modification N° 1121-018 for aeroplanes on which cracks have been found or accomplishment of modification N° 1121-018 only for aeroplanes on which no crack has been found.

Actions and Compliance

(f) Unless already done, do the following actions:

(1) Before further flight after October 12, 2010 (the effective date of this AD), and repetitively thereafter before the first flight of each day, inspect the right hand (RH) and left hand (LH) flap ribs for cracks following GROB Aircraft AG Service Bulletin No.: ASB1121-113/1, Accomplishment Instructions, PART A, dated May 18, 2010.

(2) If no crack is found during any inspection required in paragraph (f)(1) of this AD, before further flight, you must comply with the following conditions until the Repair Instructions in GROB Aircraft AG Repair Instruction No. RI-1121-018, dated May 18, 2010, are done:

(i) Reduction of the airplane's maximum flap deflection to the "TAKE-OFF" position and reduction of the maximum flaps extended speed VFE to 114 knots indicated airspeed (KIAS);

(ii) Modification of the placard part number (P/N) 120A-7000.113E to show reduced flap deflection of "TAKE-OFF" position and maximum flaps extended speed VFE of 114 KIAS, and

(iii) Insertion into the limitations section of the airplane flight manual and/or pilots operating handbook an amendment showing that the Temporary Maximum Flap Position is TAKE-OFF and the Maximum Flap Extended Speed is 114 KIAS.

(3) If no crack is found during any inspection required in paragraph (f)(1) of this AD, within the next 12 months after the effective date of this AD, modify the LH and RH flap ribs following GROB Aircraft AG Repair Instruction No. RI-1121-018, dated May 18, 2010 and GROB Aircraft AG Service Bulletin No.: ASB1121-113/1, Accomplishment Instructions, PART B, dated May 18, 2010.

(4) If a crack is found during any inspection required in paragraph (f)(1) of this AD, before further flight, repair the applicable flap rib(s) following GROB Aircraft AG Repair Instruction No. RI-1121-017, dated April 1, 2010; GROB Aircraft AG Repair Instruction No. RI-1121-018, dated May 18, 2010; and GROB Aircraft AG Service Bulletin No.: ASB1121-113/1, Accomplishment Instructions, PART B, dated May 18, 2010.

(g) You may at any time complete GROB Aircraft AG Repair Instruction No. RI-1121-017, dated April 1, 2010, and GROB Aircraft AG Service Bulletin No. ASB1121-113/1, Accomplishment Instructions, PART B, dated May 18, 2010, to terminate the repetitive inspection required in paragraph (f)(1) of this AD, and to terminate the conditions required by paragraphs (f)(2) of this AD. This repair must be done before further flight if cracks are found as required in paragraph (f)(4) of this AD.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI allows flight with known cracks for up to 100 hours time-in-service. FAA policy is to not allow further flight with known cracks in critical structure. We require that if any cracks are found, before further flight, the crack must be repaired following the applicable GROB service information.

Other FAA AD Provisions

(h) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR

39.19. Send information to Attn: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(i) Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2010-0140, dated July 2, 2010; GROB Aircraft AG Repair Instruction No. RI-1121-017, dated April 1, 2010; GROB Aircraft AG Repair Instruction No. RI-1121-018, dated May 18, 2010; and GROB Aircraft AG Service Bulletin No.: ASB1121-113/1, dated May 18, 2010, for related information.

Material Incorporated by Reference

(j) You must use GROB Aircraft AG Repair Instruction No. RI-1121-017, dated April 1, 2010; GROB Aircraft AG Repair Instruction No. RI-1121-018, dated May 18, 2010; and GROB Aircraft AG Service Bulletin No.: ASB1121-113/1, dated May 18, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact GROB Aircraft AG, Lettenbachstrasse 9, 86874 Tussenhausen-Mattsies, Germany; telephone: +49 (0) 8268-998-0; fax: +49 (0) 8268-998-200; e-mail productsupport@grob-aircraft.com; Internet: http://www.grob-aircraft.eu/service-and-support/g-120/documentation/service-bulletins.html.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on September 14, 2010.
William J. Timberlake,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.